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AMR SERVICES will add another full-service FBO operation to its chain next week when it officially takes over the former McAllen Aviation Center at the McAllen, Tex. International Airport. The city recently acquired the operation from the previous operator and has leased it to AMR for two years, with options to renew. The city also acquired Atkins Aviation and plans to demolish it to make way for a construction project, which will leave the airport with the new AMR-Combs operation and McCreery Aviation Co., which has operated an FBO there since 1948.

TRANSPORTATION SECRETARY Samuel Skinner has again denied he plans to move to another government agency. Addressing reporters at the annual holiday buffet in his offices at DOT last week, Skinner said various reports have speculated that he's on his way to one of seven different positions. Skinner, however, said, "The President and I believe this is where I belong, this is where I'm going to be." He said he wants to "finish the agenda I started two years ago" and said he hopes to remain at DOT through the end of the President's term. Noting the financial problems facing the airline industry and reauthorization of surface transportation legislation planned for debate in the upcoming session of Congress, Skinner predicted that "The next six months will be the most interesting six months in the history of the department."

REGIONAL AIRLINE ASSOCIATION plans to ask FAA to cut in half its required drug testing of key regional airline employees, based on results of the first year of mandatory drug testing. FAA said last week the mandatory testing of aviation industry personnel showed evidence of drug use by less than one-half of one percent of those tested and most of those were job applicants *(see article on Page 247).*

MASSACHUSETTS PORT AUTHORITY board of directors Friday announced the selection of Alden Raine to replace David Davis as executive director of Massport. Raine previously served as secretary of economic affairs for Massachusetts and directed the Governor's Office of Economic Development for seven years. Raine also has held the title of chief planner for the Massachusetts Office of State Planning *(see related story on Page 244).*

NATA URGES FAA TO EXCLUDE AIR TAXI OPERATORS FROM REQUIREMENT TO COLLECT PFCs

National Air Transportation Association has written to FAA urging that air taxi and on-demand charter operators be excluded from forthcoming regulations that will require air carriers to collect passenger facility charges on behalf of airports that implement such fees.

The association, which represents fixed-base operators and air taxi operators, said the legislation authorizing implementation and collection of PFCs "is clearly directed at the scheduled airlines," adding that "an excessive administrative burden" would result if air charter operators also were required to collect such fees.

NATA said a recent request for data from the industry on how the collection of PFCs should be implemented *(BA, Nov. 19/198)* uses the term "ticket" when discussing PFCs. "This is a good illustration that the intent of the PFC is for it to apply to the airline passenger since companies providing on-demand air charter service do not sell tickets and are not typically a participant in a computerized reservation system (CRS)," NATA said. "There is not a centralized method of collection for the FAR Part 135 on-demand air charter industry so the commonly used method for collection of charges for transportation is through an independent invoicing system developed by each company providing service." NATA recommended that FAA "exclude an air carrier operating on-demand air charter service under Part 135 from the PFC since they are not part of a CRS, which is an easy way for the agency

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NATA *(Cont.)*
to define those carriers who should be assessed a PFC."

Because of the nature of customized air travel and the size of the aircraft operated, NATA said on-demand operators are not transporting large numbers of passengers, "therefore the economic impact of excluding these companies from the locally imposed surcharges is minimal." In addition, the association said FAA "should keep in mind that most of the airports which can economically make the decision to charge a PFC and lose part of their entitlement monies are those facilities which place an emphasis on airline service and traditionally will have low general aviation...activity. When one considers the difficulty in determining which general aviation aircraft are air taxis and which are private/business use, it should become even less attractive to an airport to want an on-demand air charter flight to be covered by a PFC."

JIMSAIR FILES FOR BANKRUPTCY; RECEIVER AT PALM SPRINGS DISPLACED – Owners of Jimsair Aviation Services, Inc., who have been attempting to find a buyer for the financially troubled FBO chain for more than a year, last Thursday filed for protection from creditors under Chapter 11 of the federal bankruptcy statutes. The filing, in California Superior Court in San Diego, listed total assets of $8.9 million and total liabilities of $8.4 million. The bankruptcy filing affects only the Jimsair FBOs in San Diego and Palm Springs. Peter Duncan, the attorney who filed the petition on behalf of the Bracamonte family, said the firm plans to submit a reorganization plan to the court within the next several months. As a result of the filing, the Bracamonte family has regained control of the Palm Springs operation, which had previously been put under the control of a court-appointed receiver *(BA, Nov. 5/178)*. The receiver, FBO Resource Group, had been appointed at the request of creditors who charged that Jimsair had not made timely payments on outstanding debts. FBO Resource Group is continuing to operate the Jimsair facility at Reno, Nev. However, FBO Resource Group officials filed a petition with the federal bankruptcy court in Nevada earlier this month to liquidate the Reno operation under Chapter 7 of the federal bankruptcy code.

GOVERNOR APPOINTS STAUNCH PACE SUPPORTER TO MASSPORT BOARD – Massachusetts Governor Michael Dukakis appointed state Transportation Secretary Frederick P. Salvucci to a seven-year term on the seven-member board of the Massachusetts Port Authority. Salvucci, who has served as secretary of the Massachusetts Department of Transportation for 12 years during the Dukakis reign, was a strong supporter of Massport's efforts to implement the Program for Airport Capacity Efficiency (PACE), which was overturned by the U.S. Department of Transportation and the U.S. Court of Appeals. Aircraft Owners and Pilots Association, troubled by the appointment, wrote to Governor-elect William Weld in an attempt to set up a meeting with him to discuss Massport, among other things. "We are more than a little concerned about recent developments on the Massport Board which, in our view, do not bode well for general aviation," said Stephen Bassett, senior vice president of technical and government affairs for AOPA. Also at Massport, Acting Executive Director Patrick Mosaritolo was named last week as executive director of the Greater Boston Convention and Visitors Bureau.

NBAA WARNS PILOTS ABOUT ROUGH RUNWAY AT TORONTO'S PEARSON AIRPORT – National Business Aircraft Association, acting on a complaint filed by one of its members, is warning pilots about extremely rough runway conditions at Toronto's Pearson International Airport. A Challenger pilot who departed Runway 6R at Pearson this month said the aircraft experienced a vibration that got worse as the aircraft accelerated and finally became "so intense that the co-pilot and myself were convinced that both nose tires had deflated." Airport officials said the runway surface has become "rippled" from the wear and tear of large transport aircraft. The problem exists to some extent on the entire runway, but is most severe in the first 3,000 feet. Although airport officials are aware of the difficulties being experienced by operators, repairs are not scheduled until next summer.

AERO SERVICES CONSOLIDATING, LIQUIDATING EXCESS PARTS INVENTORY – Aero Services International, Inc., the chain of fixed-base operations, is consolidating its supply of aircraft parts in Youngstown, Ohio and plans to liquidate the excess inventory. Officials said retail value of the parts being sold exceeds $2.5 million and includes components for Falcon, Hawker (British Aerospace), Cessna and Piper aircraft, PT6 and JT15D engines, in addition to tires, wheels and brakes and related items. Jim Geyer, a 16-year veteran of Aero Services, has been named project coordinator for the parts liquidation program. He can be reached at ASI's Youngstown base at (216) 856-5000.

THE WEEKLY OF BUSINESS AVIATION will not publish a Dec. 31 issue. The next issue date will be Jan. 7, 1991.

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Airport and Airway Trust Fund

Income Statement
October 1, 1989 - September 30, 1990

	Current Month	Year-to-Date
RECEIPTS		
Excise Taxes (Transferred from General Fund):		
Liquid Fuel other than Gas	$ 16,347,000.00	$ 111,546,000.00
Transportation by Air, Seats, Berths, etc.	163,596,000.00	3,218,773,000.00
Use of International Travel Facilities	1,996,000.00	180,826,000.00
Transportation of Property and Cargo	12,822,000.00	177,772,000.00
Gasoline:		
Commercial 9 cents tax	226,000.00	2,718,000.00
Non-commercial 9 cents tax	(1,437,000.00)	19,267,000.00
Non-commercial 2.9 cents tax	(479,000.00)	7,122,000.00
Total Tax Receipts	$ 193,071,000.00	$ 3,718,024,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):		
Aircraft Use Tax	$ 21,090.00	$ 5,372,770.00
Aviation Fuels Commercial	8,013,510.00	12,480,010.00
Gas Retailers Tax	0.00	9,630.00
Gasoline Manufacturer's Tax	230.00	230.00
Aircraft Use Principal	0.00	50.00
Total Reimbursements:		
Tax Receipts	$ 8,034,830.00	$ 17,862,690.00
Net Tax Receipts	$ 185,036,170.00	$ 3,700,161,310.00
Interest on Investment	$ 9,855,030.08	$ 951,032,354.65
Accrued Interest Income	95,284,690.48	305,786,575.97
NET RECEIPTS	$ 290,175,890.56	$ 4,956,980,240.62
OUTLAYS		
Interest on Refunds & Credits	$ 7,720.00	$ 7,730.00
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (371,195,667.00)	$ (3,517,111,000.00)
National Oceanic and Atmospheric Administration (NOAA)	(7,492,350.00)	(29,583,000.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (378,688,017.00)	$ (3,546,694,000.00)
TOTAL OUTLAYS/TRANSFERS	$ (378,695,737.00)	$ (3,546,701,730.00)
SURPLUS/(DEFICIT)	$ (88,519,846.44)	$ 1,410,278,510.62

(Continued on Following Page)

Source: Airline Economics, Inc. from Treasury Department data for The Weekly of Business Aviation.

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Airport and Airway Trust Fund
Balance Statement
As of September 30, 1990

ASSETS		
Undisbursed Balances:		
Available for Investment	$ 587.83	
TOTAL UNDISBURSED BALANCE		$ 587.83
Receivables:		
Interest Receivables	$ 305,786,575.97	
TOTAL RECEIVABLES		$ 305,786,575.97
Investments:		
U.S. Treasury Certificates of Indebtedness 8-7/8% matures 6/30/91	$ 14,311,532,000.00	
NET INVESTMENTS		$ 14,311,532,000.00
TOTAL ASSETS		$ 14,617,319,163.80
LIABILITIES & EQUITY		
Beginning Balance	$ 13,207,040,653.18	
Net Change	1,410,278,510.62	
TOTAL EQUITY		$ 14,617,319,163.80
TOTAL LIABILITIES & EQUITY		$ 14,617,319,163.80

Activity Report
October 1, 1989 - September 30, 1990

	Current Month	Year-to-Date
UNDISBURSED BALANCES:		
Operations	$ 1,400,025.00	$ 1,404,404.41
Grants-in-Aid	1,109,353.55	(9,549,021.90)
Facilities & Equipment	27,804,965.67	51,324,923.74
Research Engineering Development	(1,565,979.15)	347,241.39
TOTAL UNDISBURSED BALANCE	$ 28,748,365.07	$ 43,527,547.64
EXPENSES		
Operations	$ 67,795,642.00	$ 807,177,584.92
Grants-in-Aid	137,890,646.45	1,220,154,190.57
Facilities and Equipment	117,195,034.33	1,317,214,649.09
Research Engineering Development	19,565,979.15	153,508,058.45
NOAA Aviation Weather Services	7,492,350.00	29,583,000.00
TOTAL EXPENSES	$ 349,939,851.93	$ 3,527,637,483.03
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (371,195,667.00)	$ (3,517,111,000.00)
National Oceanic and Atmospheric Administration (NOAA)	(7,492,350.00)	(29,583,000.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (378,688,017.00)	$ (3,546,694,000.00)

Source: Airline Economics, Inc. from Treasury Department data for The Weekly of Business Aviation